

INFORMATION REPORT

CD NO.

NO. OF PAGES 2

SUPPLEMENT TO
REPORT NO. 50X1-HUM

SIZE OF
MAG

SUBJECT Aircraft Factory at Kalyazin

THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE ACT 50 U.S.C. 3161 (a) (2), AS AMENDED. ITS TRANSMISSION OR THE REVELATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. REPRODUCTION OF THIS FORM IS PROHIBITED.

THIS IS UNEVALUATED INFORMATION

50X1-HUM

1. An aircraft factory is located at Kalyazin (57-14N, 37-52E). Kalyazin, which is on the Volga, is served by the main railway line from Moscow to Gornishche (58-21N, 37-02E). The factory itself is about four kilometers south of Kalyazin and covers an area of two square kilometers, including a small airfield.
2. Originally the factory employed 700 workers and consisted of six production sheds, area dimension 20 x 30 m, sited in a circle around four tall chimney stacks. To the west lay the administration buildings and a laboratory.
3. In the winter of 1944-1945 the following additions were made to the factory:
 - a. Four sheds, area: 36 x 17 m, situated along the northern perimeter.
 - b. Six sheds, area: 30 x 16 m; height: 18 m, situated 500 m to the south of the other buildings and sunk into the ground in pairs to a depth of 11 m.
 - c. One shed, area: 40 x 30 m; height: 21 m, situated to the southeast of the other buildings and also sunk to a depth of 11 m. This shed was subsequently used for experiments and pressure chambers; a wind tunnel and a freezing plant were installed.
4. All the new sheds have been sited on an east-west axis. They are of steel girder construction and have concrete floors and glass roofs. The roofs have been covered with tar paper and turf as camouflage against aerial observation.
5. In 1947-1948 a fighter of the Rata type and an improved version of the IL-2 known as the IL-6 were in production in the older part of the factory. The engines were not built in the factory but merely assembled there. All electrical equipment, however, was produced by the factory. Production of these planes was at the rate of five or six a day.

CLASSIFICATION ~~SECRET~~ CONTROL-US OFFICIALS ONLY

[illegible]

CONFIDENTIAL

50X1-HUM

Document No. 5
 No Change in Class. ☐
☐ Declassified
 Class. Changed To: TS S (C)
 Auth.: HR 70-2
 Date: 31 AUG 1978

SECRET/CONTROL-U.S. OFFICIALS ONLY

50X1-HUM

CENTRAL INTELLIGENCE AGENCY

6. In the new part of the factory a modified version of the Boeing B-29, known as the B-301 (sic), was in production. These planes were turned out at a rate of one or two a day but left the factory with their wings and tail units unassembled.
7. In the summer of 1948 the first tests were carried out with giant multiple jet-engined aircraft. These planes were launched by being towed to a height of 500 m by twin-engined tugs. At 400 m the jet engines started, and the tow was simultaneously released. On two occasions, at the moment of parting company, jet planes were seen to stall and dive into the ground.
8. Experiments were also made from time to time with rocket projectiles of the V-1 variety.
9. Occasionally turbo-jet fighters were observed on the factory flying field although they were not in production at Kalyazin.

SECRET/ CONTROL-U.S. OFFICIALS ONLY